INFORMATION ONLY

ROUTINE MAINTENANCE

ACTION REQUIRED

IMMEDIATE ACTION REQUIRED
(FIELD CAMPAIGN)

Bulletin No.
3B-05

FIELD SERVICE BULLETIN

REVISED 3B

Subject: Carburetor Update - MCI

Date: 11/29/2005

Units Affected:

MPT 800
COMMANDER 280
HAULER 800
INDUSTRIAL 800
WORKHORSE 800
TXT 2+2
TXT Gas
TXT Freedom
TXT Freedom HP

Serial No. Range: 2154517 - 2341629 (Manufacture date 11/03/03 - 07/01/05, see control cards)

Issue #1: Fuel migration from carburetor

MANUFACTURER CHANGES

Resolution#1: New vehicles produced will have recommended parts installed at time of manufacturing.

FIELD MODIFICATIONS: See attached procedures. If any questions should arise please call 1-800-241-5855 EXT. 4558.

* Kits will be provided at no charge based on information from the control cards. Corrections should be submitted to ensure proper kit distribution. (Corrections should be submitted to: gascar@textron.com or faxed to: 1-800-448-8124)

NOTE

Read and understand the following text and warnings before attempting installation.

⚠ WARNING ⚠

To prevent an ignition spark which could ignite gasoline from the fuel system and result in personal injury, the negative battery cable must be removed from battery.

Wrap wrenches with vinyl tape to prevent the possibility of a dropped wrench from 'shorting out' a battery, which could result in an explosion and severe personal injury.

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EZGO CUSHMAN

AIR FILTER/ENGINE INSPECTION CHECKLIST

⚠ WARNING ⚠

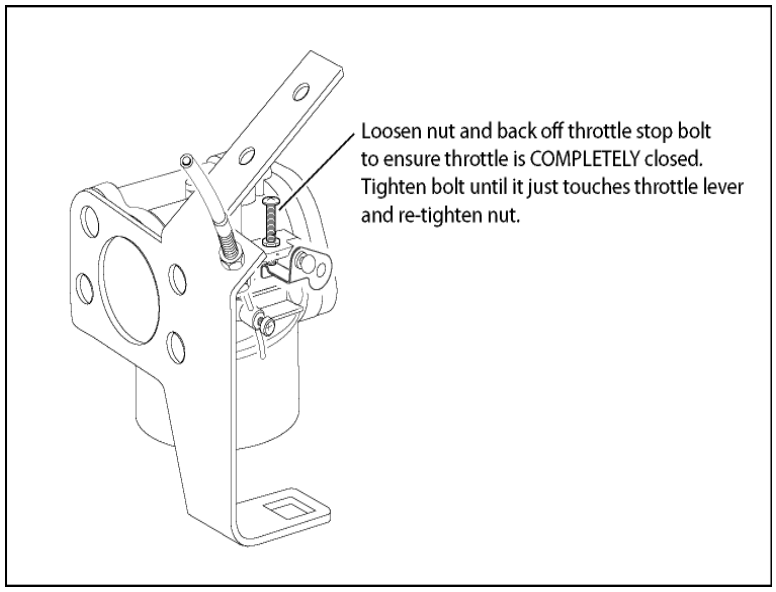
Turn key to off and remove the negative (-) battery cable at the battery to prevent the vehicle moving and the possible personal injury that may result.

1. Inspect governor / throttle system, repair or replace as required:
    a. Inspect governor / throttle system to assure it has not been tampered with. If tampering has occurred, reset or replace as required to factory specifications.
    b. Inspect governor cable to assure free travel without sticking
    c. Inspect pedal box micro-switch to assure proper timing

Proper Micro Switch Adjustment

When the system is in correct adjustment, the micro switch in the accelerator pedal box will click when the top of the accelerator pedal moves approximately 1/2" - 5/8" (13 - 16 mm). The accelerator cable (as seen at the rear axle) should have some slack present and not show any movement until after the micro switch clicks.

    d. Inspect throttle stop for proper closing


Loosen nut and back off throttle stop bolt
to ensure throttle is COMPLETELY closed.
Tighten bolt until it just touches throttle lever
and re-tighten nut.

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Subject: MCI Engine Modification

NOTE: REFERENCE PART NO. **604240**

NOTE

Read and understand the following text and warnings before attempting installation.

⚠ WARNING ⚠

To prevent an ignition spark which could ignite gasoline from the fuel system and result in personal injury, the negative battery cable must be removed from battery.

Wrap wrenches with vinyl tape to prevent the possibility of a dropped wrench from 'shorting out' a battery, which could result in an explosion and severe personal injury.

Cover the battery with a cloth or piece of old floormat to prevent the possibility of 'shorting out' from contact with other metal objects.

A. Starter/Generator Removal

1. To prevent an ignition spark which could result in personal injury, the negative battery cable must be removed from battery. Wrap wrenches with vinyl tape to prevent the possibility of a dropped wrench from 'shorting out' a battery. Cover the battery with a cloth or piece of old floormat to prevent the possibility of 'shorting out' from contact with other metal objects.
2. Using a 3/4" socket and open end wrench, loosen the starter/generator pivot bolt. While holding the adjusting nut with a 9/16" wrench, loosen the jam nut with another 9/16" wrench. See Figure 1. Move the adjusting nut up the adjusting bolt until belt tension is relaxed and the starter/generator belt can be removed.
3. Using a 3/4" socket and open end wrench, remove the starter/generator pivot bolt nut and remove the pivot bolt. There is no need to remove the wiring from the starter/generator. Move the starter/generator out of the way of the front of the engine.

B. Carburetor Removal (See Figure 2)

1. Remove the choke/throttle cover (17) by drilling out the rivets (16). Retain the washers for reassembly. Disconnect the solid linkage (8) from the carburetor throttle lever. Remove the choke cable (9) from the choke lever swivel (10) on carburetor. See figure 2.
2. Unsnap the three retaining clips (1) securing the cover (2) to the air box (3). Remove the cover and remove the air filter element (4). Remove the hardware (11) connecting the airbox to the coil bracket mount.
3. Remove the PCV valve hose (5) from the rear of the air box.
4. Remove the two nuts (12) securing the carburetor baffle and remove them both from the airbox.

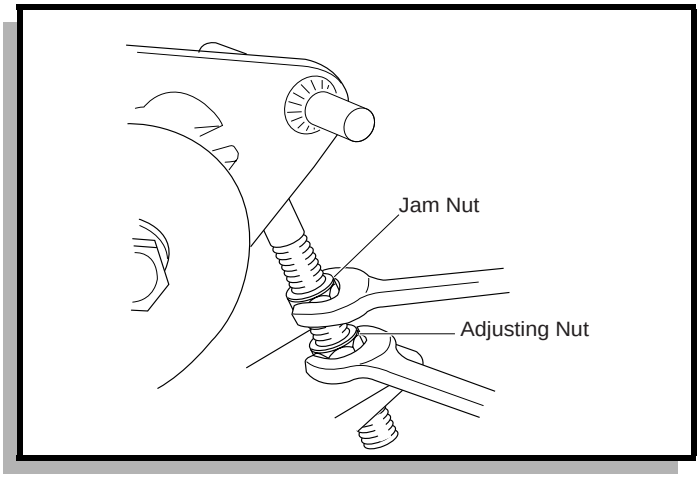

Fig. 1 Adjusting the Belt Tension

5. Remove the two nuts (12), lock washers (13) and double end studs (14) securing the airbox to the carburetor. Retain the hardware for reassembly. Remove the air filter housing.
6. Remove the choke bracket (15) and gaskets and slide the carburetor (7) from the engine studs. Carefully lay the carburetor with hoses still attached to the side by the gasoline tank to be installed later.
7. Remove the remaining carburetor insulator and gaskets from the engine.
8. Remove the two existing carburetor studs.

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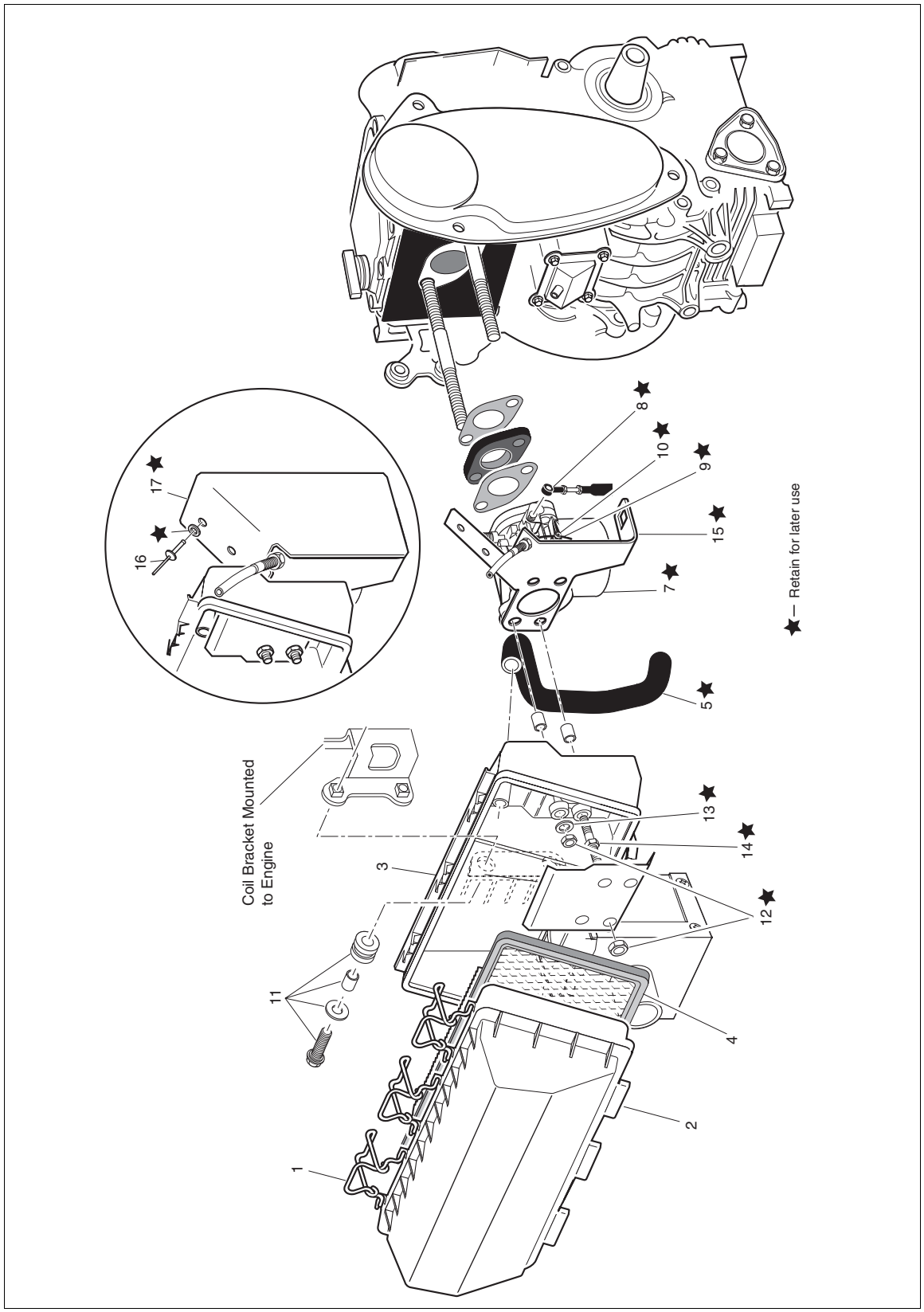

Fig. 2 Carburetor Removal

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C. Carburetor/Air Canister Installation (See Figure 3)

1. Replace carburetor studs with the new studs (20-NEW). Tighten new studs to 35 - 43 in. lbs. (4 - 5 Nm) torque.
2. Install new insulator (19-NEW) and new gaskets (18-NEW) to ensure sealing of carburetor system in all locations. See Figure 3 for proper sequence and placement.
3. Install new carburetor shield (21-NEW), new gasket (18-NEW), existing carburetor and new gasket (15-NEW).
4. Reinstall existing choke bracket and use new gasket (15-NEW).
5. Install remote hose adapter using new spacers (14-NEW) and existing double end studs, nuts and washers from the old air box housing. Tighten hardware to 50 - 70 in. lbs. (6 - 8 Nm) torque. Install the air baffle (12-NEW) as shown in Figure 3. Make sure the double end studs and air baffle is mounted as shown. Connect the marked end of the PCV hose to the outlet on the backside of this remote hose adapter.
6. Reconnect the throttle cable linkage and choke cable.
7. Route vent tube back through the clip on the side of the engine, leaving 1 1/2” of vent tube extending past the clip.

⚠ CAUTION ⚠ **Do not let the carburetor vent hose become clogged or kinked. Engine heat will cause the fuel in the carburetor bowl to expand and may result in fuel being expelled from the carburetor if unable to vent through the vent tube.**

8. Install the remote air bracket(2-NEW) to the front engine mount using bolts, washers and nuts (3-NEW, 4-NEW, 5-NEW). Loosley install this hardware. Remove the existing bolt (Item 18) in the side of the engine block and use the 1 1/4” bolt and washers (3-NEW, 7-NEW, 8-NEW) to secure the remote air bracket to the side of the engine. Tighten this hardware to 50 - 70 in. lbs. (6 - 8 Nm) torque. When bracket is completely installed, tighten lower bracket hardware to 6 - 8 ft. lbs. (8 - 10 Nm) torque.
9. Mount the remote air canister base (1-NEW) to the remote air bracket using the bolts/washer assembly (6-new).
10. Insure that the dust valve (1e) on the air canister cover (1c) is oriented toward the ground.
11. Mount the hose (10-NEW) on the carburetor adapter (13-NEW) using the hose clamp (11-NEW) and the other end of the hose to the remote air canister base (1-NEW) using hose clamp (9-NEW).

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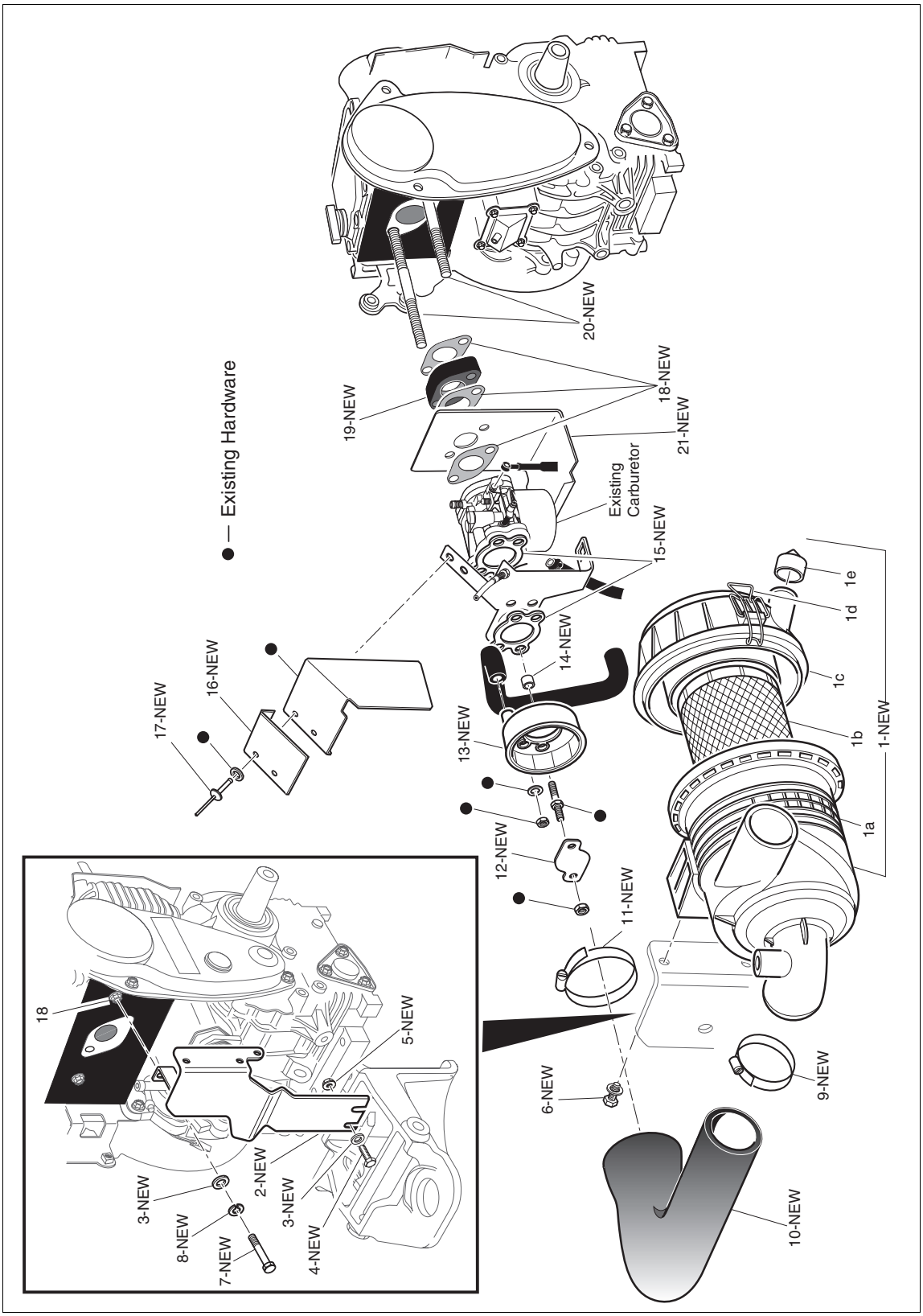

Fig. 3 Carburetor Installation Update

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D. Starter/Generator Installation

1. Re-install the starter/generator. Install the pivot bolt and hardware loosely in place and install the belt.
2. Tighten a **new** starter/generator belt to 90 - 110 lbs. (41 - 50 kg) tension when a gauge is applied half way between the two pulleys. See figure 4. Re-tighten an **existing** belt to 75 - 80 lbs. (34 - 36 kg) tension using the same technique. A maximum deflection of 1/2" (13 mm) is acceptable. See Figure 5.

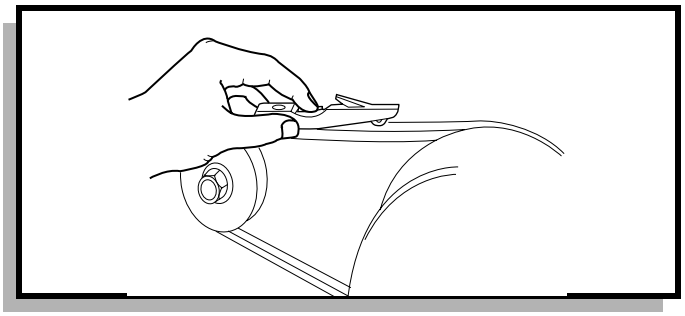

Fig. 4 Checking Belt Tension with Gauge

3. Although not as accurate, a **new** belt may be depressed with a finger. A maximum deflection of 3/8" (10 mm) is acceptable. See figure 5.

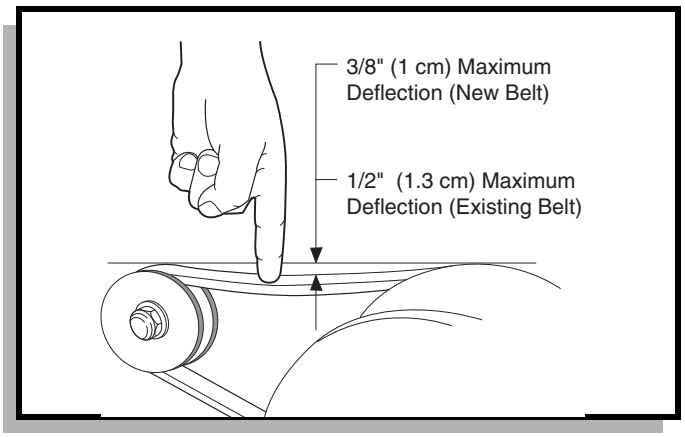

Fig. 5 Checking Belt Tension with Finger

4. While holding the lower adjusting nut with a 9/16" wrench, loosen the upper jam nut with another 9/16" wrench. Move the lower nut up or down the adjustment bolt until proper belt tension is achieved. Hold the lower nut in place and tighten the upper jam nut against it securely. See figure 6.

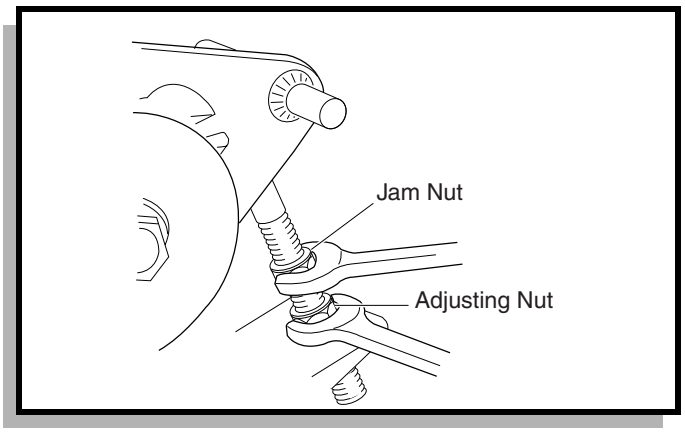

Fig. 6 Adjusting the Belt Tension

5. Tighten starter/generator pivot bolt to 44 - 46 ft. lbs. (60 - 62 Nm).

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6. The starter/generator belt tension should be checked after the first 15 - 20 hours and set to 75 - 80 lbs. (34 - 36 kg).

NOTE

A loose belt can cause audible vibration and squeal.

E. Spark Plug Replacement

1. Using a 13/16” spark plug wrench, remove the existing spark plugs and replace with the new supplied 5/8” NGK FR2A-D spark plugs (22-NEW). These new spark plugs should be gapped to .035 in. (0.9 mm). Tighten to 18 - 21 ft. lbs. (24 - 28 Nm) torque. See Figure 7.

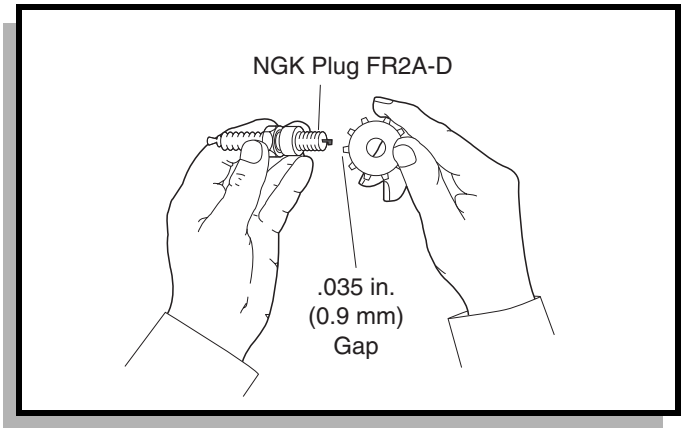

Fig. 7 Gapping the Spark Plug

2. Reconnect the negative battery cable to the battery.
3. Test drive the vehicle and confirm that the factory recommended governed speed is achieved. If the speed is not within the specified speed range, stop the vehicle and adjust as described in the repair and service manual.
4. Install the new choke/throttle cover (16-NEW) on top of the existing choke/throttle cover using the new rivets (17-NEW) and existing washers.
5. Return unit to service.

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Tools:	Tool	Qty. Required
	Socket, 10 mm deep well, 3/8" drive	1
	Ratchet, 3/8" drive	1
	Nut driver, 1/4"	1
	Parallel jaw pliers	1
	Straight blade screwdriver	1
	Phillips screwdriver	1
	Open end wrench, 9/16"	2
	Open end wrench, 7/16"	1
	Socket, 7/16", 3/8" drive	1
	Open end wrench, 3/8"	1
	Torque wrench, 3/8" drive, in. lbs.	1
	Belt tension gauge	1
	Torque wrench, 3/8" drive, ft. lbs.	1
	Open end wrench, 3/4"	2
	Socket, 3/4", 3/8" drive	1
	Spark plug socket, 13/16", 3/8" drive	1
	Spark plug socket, 5/8", 3/8" drive	1
	Open end wrench, 1/2"	1
	Drill	1
	Hand Riveter	1

PARTS INCLUDED IN KIT:

Item #	Parts Required	Description	Qty
1-NEW	72607G01	Air Filter Assembly	1
1a	72598G01	Canister Body	1
1b	28463G01	Air Filter	1
1c	72599G01	Air Canister Cover	1
1d	72604G01	Air Canister Latch	2
1e	28462G01	Dust Valve	1
2-NEW	75878G02	Air Filter Bracket	1
3-NEW	01110G01	Washer, 1/4"	3
4-NEW	00415G2	Bolt, 1/4 - 20 x 1 1/4"	2
5-NEW	14390G4	Lock Nut, 1/4 - 20	2
6-NEW	25532G1	Bolt and Washer, M8 x 1.25 x 18MM	2
7-NEW	12547G3	Bolt, M6 x 1 x 20MM	1
8-NEW	00664G7	Lock Washer, 1/4"	1
9-NEW	11391G7	Hose Clamp, 1 9/16"	1
10-NEW	72592G01	Hose	1
11-NEW	11391G6	Hose Clamp, 2 1/8"	1
12-NEW	72605G01	Carburetor Baffle	1
13-NEW	72591G01	Carburetor Adapter	1
14-NEW	23726G11	Spacer, 5/16"	4
15-NEW	26727G01	Gasket	2
16-NEW	604359	Choke/Throttle Cover	1
17-NEW	14601G11	Rivet, 3/16" x 9/16" lg (Aluminum)	2
18-NEW	26726G01	Carburetor Mount Gasket	3
19-NEW	72854G01	Carburetor Insulator	1
20-NEW	72307G01	Stud, M6 x 1 x 115MM	2
21-NEW	603871	Carburetor shield	1
22-NEW	25523G5	Spark Plug (NGK FR2A-D)	2

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SEE UNITS AFFECTED

- [ ] REPAIR AS REQUIRED ONLY
- [ ] INSPECT, REPORT & REPAIR AS REQUIRED
- [x] REPAIR & REPORT BY CONTROL CARD
- [ ] LIMITATIONS:

Control Cards Attached:	[x] Yes	[ ] No
Standard Warranty Applies:	[x] Yes	[ ] No (* see below)
Information Only	[ ] Yes	
Parts Ordering Process:	See NOTES below.	

Labor: 54 min.

Mileage: .50 /Mile (Round trip mileage to be documented on claim)

Claims paid on receipt of control cards	[x] Yes	[ ] N/A

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